

Appendix D: Scoping Comments

	Type	Comment	Purpose and Need	Alternatives	Design Features	Ancillary Features	Traffic Operations	Community Impacts	Air Quality	Noise	Traffic Impacts	Visual Quality	Economic Impacts	Hazardous Materials	Indirect Impacts	Within Scope Understanding?
S001	Email	Thank you for the information. We will have limited ways to leave our neighborhood depending on the flow of traffic. It will back up the only light in our neighborhood. Can we have another exit that will take us somewhere other than 5400 s?		X	X						X					YES. Impacts on local circulation will be addressed in Phase II of the study.
S002	Email	Bicycling: I would bicycle more, but 5400 South is downright scary without any emergency or biking lanes. To get to work I do need to at least go under I-215 at 5400 South. Bicycle lanes would be helpful in my opinion.				X					X					YES. Impacts on transportation modes will be addressed in Phase II of the study. Additionally, bike lanes may be made part of any given build alternative.
S003	Email	I feel there should overpasses built on 4700 So. and 5400 So. over Bangerter Highway that is what I feel has caused the present bottle neck. The stop lights for Bangerter are not aligned with the other west bound or east bound traffic. The present proposal will not help		X		X					X					The current study area excludes assessment of traffic performance along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include Bangerter Highway, the project team may opt to expand the scope of the study.
S004	Email	All three major east and west road are very heavily congested. If you had an entrance and exit on 5400 South that might help the congestion on 4500 South. On 6200 South I wonder if you had four lanes from Redwood Road to 2700 West that might help. I avoid 6200 South from 4:00 to 6:00 pm going west from 3200 West to the Bangerter Highway. It's very congested at that time of the day and it moves very slow.	X	X	X		X				X					YES
S005	Email	I oppose adding on/off ramps from I-215 to 5400 So. It would add additional traffic to an already heavily trafficked road. The stop light would also impede traffic flow. Thanks.		X			X				X					YES
S006	Email	if an interchange is added how many homes impacted						X	X	X	X					YES. The comment implies displacements but also could pertain to impacts on properties adjacent to proposed improvements.
S007	Email	We are concerned for our home. We live with I-215 at our back yard on the west side of the freeway, south of 5400. We would not like a ramp in our backyard at best and not especially excited for our retirement to go down the drain.						X	X	X		X	X			YES. The potential for impacts on property values will be considered as part of Phase II of the study process.
S008	Email	it would be better to put on ramps / off ramps on the 215 and 5400 so... Stay in touch		X	X											YES
S009	Email	Are they thinking about putting an on-ramp to the freeway? I would totally support that. Please keep me informed.		X	X											YES
S010	Email	Please don't make this area any worse by putting in on or off ramps at 5400 south.		X				X	X	X	X					YES. A general concern on overall impacts on traffic operations and adjacent land uses.
S011	Email	I have suggested this numerous times since I-215 was built. I have lived in the curve for 33 years. The time to do it was many years ago. It is the BEST option for the traffic nightmare on 5400, sorry about the pun. Thanks	X													YES

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S012	Email	I am opposed to the interchange at 5400 South. I live near 5400 South, and I can't imagine traffic would be better with a freeway entrance installed. There are two freeway entrances VERY close. Redwood road and 5600 South, and 4700 south and 2200 West. The area is gaining some new higher end neighborhoods. Don't ruin our neighborhood for the sake of ANOTHER freeway entrance!!!! Please contact me at 792-9131 if you have any more questions or comments for me.	X					X			X					YES. The comment reflects a concern regarding purpose and need and impacts on adjacent communities.
S013	Email	<p>Personally, I would love an interchange at 5400 South and I-215! My I-215 entrance choices are to go north and join the congestion on 47th, go east on 54th and add to the congestion north of the exchange on Redwood Road, or go at a snail's pace east on 6200 South (where speed limits are unbelievable low!!) and still deal with Redwood Road congestion.</p> <p>I live so close to I-215, yet it is so difficult for me to access! With so much traffic in the area, it does seem that another interchange could be helpful.</p> <p>Thanks for the open house - had a personal urgent situation not arisen, I would have loved to attend.</p>	X	X			X									YES
S014	Email	<p>Given that the congestion on I-215 during evening rush hour comes from the exit at Redwood Road and and on ramp to I-15, there would be extremely little positive impact on the actual miles traveled, traffice congestion, or environmental impact. However, adding an additional on/off ramp to I-215 at 5400 South would create further congestion, increase vehicle emissions due to cars idling at an additional intersection, and have adverse effects environmentally.</p> <p>This does not begin to address the impact that such an additional ramp at I-215 and 5400 South would cause to citizens in the area. The increased congestion at such a strategic point, when a CFI intersection is already planned at Redwood and 5400 and 6200 South seems not only redundant, but an extreme waste of time and valuable resources.</p> <p>It seems that looking at any possible changes need to be considered in light of what is already slated as upcoming projects, as well as the impact on the public and the actual long term effects.</p>	X				X	X	X	X	X	X	X		X	YES. A general concern on overall impacts on traffic operations and adjacent land uses. Additionally, the comment questions how an interchange at 5400 S and I-215 would work with improvements underway and suggests traffic performance should be assessed after current improvements underway are completed and operating.

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S015	Email	<p>I would like to be on the E-mail list. I could not get on the web sight. I live at 2060 West 5400 South.</p> <p>All improvements are great ideas for moving traffic quicker and more efficiently. The 215 ramp should be done as quickly as possible.</p> <p>We own the property at 2060 West 5400 South and would like to receive updates. Thank you.</p>	X	X			X									YES
S016	Email	<p>Because of the heavy traffic load along 4700S. and interconnecting 2700W with 5400 S it appears to me that an interchange at 5400&I-215 might alleviate traffic congestion along the two mentioned streets. My concern for residents immediaately adjacent to the I-215 where the interchange would be built.</p>	X	X			X	X	X	X	X					YES
S017	Email	<p>Web Contact Form</p> <p>From: Doug Norris dfmbnor79@yahoo.com</p> <p>Updates: No</p> <p>5400 South isn't that bad. Look at 4700 So. instead. Too many traffic lights and a poorly designed north bound I-215 exit make for a huge mess every night especially west bound. Streets like 4800 South should have been extended west years ago before the area built up. It is too late now. Thanks.</p>	X	X												YES. The comment implies an alternative should be considered associated with expanding the local road network.
S018	Email	<p>Living in the area I have had years of observance of traffic flow. I realize that your studies are more detailed. I believe that the most traffic flow comes from I-15. I believe that you would gain more by making the changes to 4700 south that you intend on doing to 5400 south with the flex lanes.</p>	X	X			X				X					YES. The flex lanes underway will be made part of the baseline conditions in the traffic study.

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S019	Email	<p>I live on a street where drivers seem to think they are training for racing school if not all out racing. We have lots of children from K-12 walking through the streets as all three levels of schools and the appropriate age children reside in the neighborhood. In addition we have several people with multiple disabilities who really do need and deserve drivers to give us a little respect in our own home area. We are not asking for special treatment; just don't kill us on our home street. As you can guess I had a child who is grown now and am multiply disabled. I am legally blind and am blessed with a dog guide who guides my power wheelchair. This brings up the horribly sad point of animals being killed by these drivers. I realize that according to a study done some years ago hitting a dog was actually preferable to missing the animal. I used to give people the benefit of the doubt prior to learning of that study. As I said I have the blessing of a dog guide, however</p> <p>the others in my neighborhood do not. I am very concerned that this project may bring even more traffic to our streets instead of managing what is already here. I realize that is not what is SUPPOSED to happen but we all know about those good intentions. I do not just want to complain, I want to help in any way that I possibly can. If you have any ideas how please let me know. Thank you for letting me have a voice.</p>					X	X			X					YES. Traffic and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into their neighborhood.
S020	Email	<p>I spoke with Jack, who is involved with this study @ I-215 and 5400 south, proposed off ramp. If this construction goes through there will be a huge traffic mess. 75% of the traffic that goes to 6200 south and goes west will exit on 5400 south, thus impacting the traffic situation and making for more chaos, especially with the flex lanes, that IS new and UN tried. Very poor experiment and an expensive one at that.</p> <p>Bangerter expressway is the bottle neck on 5400 south now and the CFI's projected won't help the situation. There needs to be better flow of traffic BEYOND Bangerter. Traffic does not stop here!!!!</p> <p>I hope that this project is not one to just add another feather in someones cap.</p>					X				X					YES. A general concern on overall impacts on traffic operations within the study area. The referenced flex lanes will be made part of baseline conditions in the traffic modelling analysis. Regarding Bangerter, the current study area excludes assessment of traffic performance along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include Bangerter Highway, the project team may opt to expand the scope of the study.

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S021	Meeting	5400 S - 4000 W to 4800 W Currently no separation between the sidewalk and 40 mph traffic. We should probably take out the homes and businesses on one side of 5400 to make room for wider lanes and safer sidewalks. Garbage collection is a problem because the containers must be placed on the sidewalk - There is no shoulder. Currently there is too much focus on mass transit routes serving downtown Salt Lake. We need some circle routes that encompass the I-15 to Redwood & 21st S to Bangerter corridor as well as the Redwood to 5600 W & 21st So to 130th So corridor.		X	X			X								Design features of any build alternatives will consider ancillary features like sidewalks per design standards, requirements, and policy. The comment also implies an alternative should be considered associated with mass transit. However, the current study area excludes assessment of traffic performance of possible loop routes along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include consideration of loop routes, Bangerter Highway, the project team may opt to expand the scope of the study.
S022	Meeting	Extend the road fine. Please leave the on ramp out of it. We don't want the freeway any closer than it already is.		X				X	X	X						YES. The comment is interpreted to suggest the author is OK with widening 5400 South.
S023	Meeting	Why would you even consider something that would dump more cars onto the most congested road in the state???	X													The comment reflects opposition to a traffic interchange at 5400 South.
S024	Meeting	One good way to help east west on 5400 S and Bangerter Hwy is to put in an overpass. This would allow east west to flow without interruption at Bang. Also, 5400 S. and 2700 W is prone to many car and bike accidents. Putting in lighting system proposed would make it worse and make 5400 S. unsafe for bikers. In addition many people turn into the subdivision with no outlet when their is an accident. (2200 W & 5400 S).		X			X									The current study area excludes assessment of traffic performance along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include Bangerter Highway, the project team may opt to expand the scope of the study. Interaction of travel modes will be considered in the study. Assuming the traffic study confirms the past identified traffic congestion is projected to continue in the foreseeable future, the overpass will be considered within the context of alternatives development and screening within the NEPA process.
S025	Meeting	Being Retired our home is one of the most important things we have aside from our family. This project along with others now going on have turned our lives upside down! WHY do we need more thins to accomodate CARS ??What about People, Families, Homes? Doesn't That matter anymore or is it just MONEY that is important? I really do not think this will help anything - it won't help traffic flow. I think it will bring more traffic to the area God Bless Ya'!!!	X				X						X			YES. A general concern on overall impacts to residents. In addition, the potential for impacts on property values will be considered as part of Phase II of the study process.
S026	Meeting	I live in the Harvey Heights subdivision. These studies have a huge impact on us, as we have only one inlet/outlet to our subdivision. We have long waits to get out of our subdivision as it is. Please help us - We don't want Flex Lanes or an exit of I-215 in our backyard!					X	X								YES. Impacts on local circulation will be addressed in Phase II of the study.

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S027	Meeting	<p>- Live in Harvey Hgts. - one access only</p> <p>- Reduce speed on 5400 - especially with Flex Lanes</p> <p>- Seems like mayor has a personal interest & doesn't care about the residents - says "No, we don't want it" & yet, here it comes. (off-ramp)</p> <p>- 5400 shouldn't bear the burden of traffic that is west & east (at least no the GREATEST share) - it can't be the only solution.</p> <p>- The Flex Lane project was already funded & approved BEFORE it was brought to the resident's attention. We feel helpless when this happens. How can you better notify us of projects, etc. that affect us so greatly?</p> <p>- Are any residents in favor of these projects? Or are people who want them living outside the Taylorsville City boundaries?</p> <p>- 4700 westbound & eastbound don't work because of traffic lights. Can some westbound lights be eliminated to allow more efficient flow?</p>	X	X			X	X			X					<p>YES. Impacts on local circulation will be addressed in Phase II of the study.</p> <p>The comment implies other alternatives should be considered associated with expanding the local road network off of 5400 South. There is also a concern about project notification to the the public. Coordination of public announcements of multiple projects does not fall within the perview of this study -- although UDOT will continue to make efforts to coordinate the public notification processes among multiple projects. For this study, the plans for public involvement will exceed requirements as established by the National Environmental Policy Act of 1969.</p>
S028	Meeting	Don't put an exit on I-215 and 5400 South. I don't see how this would help as the Redwood Rd exit is so close to 5400 South.	X													YES. The comment reflects opposition to a traffic interchange at 5400 South.
S029	Meeting	<p>Please do not put an offramp on 5400 S. and 2-15</p> <p>Thanks</p>														YES. The comment reflects opposition to a traffic interchange at 5400 South.
S030	Meeting	I am opposed to another interchange at 215 at 5400 South. It would make the freeway more hazardous and destroy a beautiful section of of our city.						X				X				YES. The comment reflects opposition to a traffic interchange at 5400 South.
S031	Meeting	Please do not put an off ramp on 5400 & 215														YES. The comment reflects opposition to a traffic interchange at 5400 South.
S032	Meeting	No thank you to an on/off ramp.														YES. The comment reflects opposition to a traffic interchange at 5400 South.
S033	Meeting	Appreciate the improvements. We think the flex lanes will be better for traffic. Very much hope there will an entrance on I-215 from 5400 S.	X													YES
S034	Meeting	<p>Getting on the freeway at 4700 or 6200 is not a problem. Getting off 4700 at 5 PM is bad. I need to get across 3 lanes to make a left on 2700. An exit westbound only on 5400 would. No onramp on 5400.</p> <p>Email is rbabaer@aim.com but he does not want an email update.</p>		X	X											<p>YES. The comment implies an alternative should be considered associated with expanding the local road network.</p> <p>The comment reflects opposition to a traffic interchange at 5400 S.</p>

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S035	Meeting	<p>Concerned about a I-215 & 5400 S. Interchange.</p> <p>* It will add traffic going E & W.</p> <p>* It will destroy 3 nice neighborhoods and is already effect the price of homes in the area.</p> <p>* Safety issue of the closness of pre-existing interchanges.</p> <p>* making EW streets one-way makes since. uncomfortable, but less impact on neighborhoods.</p>					X	X			X		X			YES. A general concern on overall impacts on traffic operations and adjacent land uses.
S036	Meeting	<p>Worries are that entrance/exit to Harvey Heights would be unte(?)able with a freeway intersection and noise would be even more of an issue we don't want the intersection</p>						X		X						YES. Impacts on local circulation and potential noise impacts will be addressed in Phase II of the study.
S037	Meeting	<p>I travel 5400 South daily as I exit I-215 at Redwood Rd. Though I live closer to the 4700 So. exit, I use Redwood Rd. exit & 5400 for one very good reason. THE TRAFFIC FLOWS! Putting on/off ramps at 5400 will only CREATE GRIDLOCK! Ask the people & listen for an accurate study.</p>	X				X				X					YES. The comment reflects opposition to a traffic interchange at 5400 South and implies the project is not needed.
S038	Meeting	<p>I live in the subdivision off 2200 W and feel like an on & off ramp by Capitol Reef would be horrible for the traffic condition on 5400. There needs to be a right turn signal on 2200 to help the people getting on 5400. The congestion in evening - people are trying to go home on 5400 & would have no need to get on 215. Please consider the people already living there.</p>					X				X					YES. The comment implies an alternative should be considered associated with expanding the local road network.
S039	Meeting	<p>There seems to be no standard or universal use of left turn arrows.</p> <p>There may be a reason to look at eliminating right turn on red lights at certain places at certain times - safety</p> <p>There needs to be an increase in capacity for east west traffic in the valley from 5600 West to 700 East. (6200 So, 5400 So, 7800 So are over loaded) Not enough thru streets that cross the valley. Too many streets wind up going nowhere.</p>		X												Comment implies alternatives and/or design features should be considered that include existing signal timing and expanding local road network. The reference to a greater concern regarding the region's east-west traffic is not part of the scope of this study but the potential contribution to improved east west traffic flows overall may be included dependent on the traffic analysis findings.
S040	Meeting	<p>I'm skeptical whether a CFI will be enough of an improvement @ 5400 & Bangerter. I would prefer to see underpasses/overpasses w/ frontage roads for interchange.</p> <p>An I-215 interchange (or at least on the north side) would provide significant improvement to the Redwood-5400 area.</p>	X													YES. The current study area excludes assessment of traffic performance along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include Bangerter Highway, the project team may opt to expand the scope of the study.

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S041	Meeting	<p>I live just off of 5400 S. on 2200 W. I just don't know what to think of all of this. I guess, with all of the work on 4700th and 6200nd, the Continuous flow and flex lanes, isn't putting an off ramp at 215 & 5400 overkill? If these improvements are going to be so great, then shouldn't they take care of the problems we are having? I'm concerned about getting in or out of my neighborhood during rush hours with the flex lanes. We already have an inordinate amount of accidents at my intersection. And then you talk of a 215 off ramp.</p> <p>Another thing is 5400 S. was widened just a short time ago. It helped a lot. But 5400 is unsafe for pedestrians to walk on. The traffic is just too close to the sidewalks and too fast.</p> <p>I see that the flex lanes may help. I'm not totally convinced of it. As far as the freeway off ramp, I am 100% against it. I just don't see how it will help traffic flow.</p>	X				X				X					<p>YES. Traffic and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into their neighborhood.</p> <p>The flex lanes underway will be made part of the baseline conditions in the traffic study. The comment reflects opposition to a traffic interchange at 5400 South.</p>
S042	Meeting	The westbound congestion on 5400 S comes from Bangerter - The flex lanes won't fix that. There will be more west bound lanes stuck at Bangerter.														The current study area excludes assessment of traffic performance along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include Bangerter Highway, the project team may opt to expand the scope of the study.
S043	Meeting	<p>Please add skywalk to 5400 S. and Bangerder.</p> <p>Please address issues of safety for peds using sidewalks on 5400 S. with new 4x2 lanes with vehicles going 45 mph and nothing between them except a curb that a car can jump and kill peds.</p>				X	X									<p>YES. Traffic and pedestrian safety will be considered in the study.</p>
S044	Meeting	I live @ 1887 West 4960 South. Some of my neighbors walk to Eisenhower Jr. High & my daughter walks to Salt Lake Community College. It is important that this road doesn't get more traffic because of safety. My daughter does not drive, I feel much of the reason is the business at 47th & 5400 & that their are so many split second decisions that she needs to make well. Lets make these new roads safe (turn arrows etc.) so young experienced drivers & old ones can drive safely					X									<p>YES. Traffic and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into their neighborhood.</p>
S045	Meeting	<p>How are you going to handle traffic accident?</p> <p>If someone gets on 5400 and police or fire equipment enters 5400 and goes east or west, where are the people on 5400 go?</p>						X								<p>Impacts on community, public services, local traffic and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into the neighborhood.</p>
S046	Meeting	Please conside[r] putting in a light on 5400 S. and the neighborhoods between 3200 W. & 3600 W.				X										The comment implies an alternative should be considered associated with adding signals to the local road network.

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S047	Meeting	Something needs to be done to allieviate the congestion of the Redwood Road/I-215 area. In trying to exit I-215 westbound and then going north on Redwood Road and trying to then head west on 5400 South, it can be very difficult at times to change from right lane to left lane to do this.		X			X									Improvements on the local network for the sole purpose of improving operations of the local road network is not within the scope of the study. Any alternatives moving forward in the NEPA process may include elements local roadway network improvements.
S048	Meeting	5400 is currently being expanded to handle the high volume of traffic. It makes no sense to then provide an access to dump more traffic onto 5400. Plus the access would be right at the entrance to Harvey Heights which only has one entrance as it is and trying to get out of this subdivision would be nearly impossible. Why should 5400 have to be the solution to everyone's east west traffic problem	X				X	X								YES. Additionally, the comment questions how an interchange at 5400 South and I-215 would work with improvements underway and suggests traffic performance should be assessed after current improvements underway are completed and operating.
S049	Other	I'm very encouraged by the CFI intersections. I wasn't a fan at first but I've used the one at 3500 S. and Bangerter and it has definitely improved traffic flow. With the new CFI's and the Flex Lanes in place on 5400 S., I FIRMLY believe it would be a bad idea to add an interchange on I-215 at 5400 S.	X				X									The CFI intersections and Flex Lanes are considered part of the baseline conditions within the scope of the study. The comment questions the need for a traffic interchange at 5400 South.
S050	Phone	<p>Voicemail from: (801) 687-3762 at 2:18 PM</p> <p>I would like to see that this project go forth. I think udot is wise to take this project and to make it work.</p>	X	X												YES
S051	Phone	<p>Voicemail from: (801) 651-7568 at 4:15 PM</p> <p>I do not want any off or on ramps on 5400. It's a death trap now, and we'd like our residential area. You goofed up putting in so many lanes on 5400 south now that our children are in danger. Please put my vote as absolutely not. Thank you.</p>					X	X			X					YES. Traffic and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into their neighborhood.
S052	Other	<p>House District 39 Representative</p> <p>There is too much traffic on 5400 south and Bangerter causes it to stack up. More effort should be made to stripe 4700 south to 3 lanes in each direction from 3200 west to Bangerter. Also, 6200 south should be striped to 2 lanes in each direction from Redwood Rd to 2700 West. This would help to relieve some of the traffic on 5400 south.</p>	X	X			X									YES. The comment implies an alternative should be considered associated with expanding the local road network. Improvements on the local network for the purpose of improving east west mobility and reducing congestion resulting from limited east west/north south connectivity is within the current scope of the study.

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S053	Email	<p>Do not mess with a 215 interchange at 5400 south! An interchange at both 4700 south & Redwood road is plenty! Leave 5400 untouched, it is one of the few east-west streets that goes directly under the 215 without interchange traffic congestion.</p> <p>I've also heard rumor that 4100 south may become a 215 interchange because of the 'busy' area created at 3500 south... again 4100 south is another rare east-west street that needs to be left untouched by a 215 interchange.</p> <p>Did we want a busy intersection at 3500 south? Now that is has become a busy 215 interchange just let it be busy. Light rail has squished down the middle of 2700 west/goes south over 3500 south. plus, 3500 south has a new express bus lane going east-west.</p>	X				X									YES. The comment reflects opposition to a traffic interchange at 5400 South.
S054	Phone	<p>Join the contact list</p> <p>At the open house, we were told different things depending on who we spoke with.</p> <p>If you are planning a freeway access on 5400 South, please be truthful.</p>		X												The project team attempts to make certain that information about the project is consistently communicated and transparent. The study underway is the result of a proposal to consider a traffic interchange at 5400 South and I-215; however, part of the study is to determine if a need truly exists for such a project and if such a need does exist, are there other alternatives to address the traffic issues to a traffic interchange at 5400 South.
S055	Phone	<p>I live in the potentially affected area south of 4500 South and east of I-215. I have my house on the market and I was wondering, if there is an interchange, how far south you would take property and how far east because I would hate to sell my house and then have a destroyed or bought by you guys or not and so I just wondered if you have a rough idea of how much property would be taken. And also that information is on the Get the Facts and Get Involved. On your eight issues already identified there is nothing that says the number of homes that could be lost to an interchange and I think that's important, Personally. I would appreciate a call back on the proximity of property that would be taken. Thank You</p>		X				X								YES. The comment implies displacements but also could pertain to impacts on properties adjacent to proposed improvements.

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S056	Email	About 5 years ago when UDOT said, from their study, that the viaduct was too small and that a light off of Harvey Heights Drive would be too close. They moved a house and changed Harvey Heights Drive's exit on to 5400 south. We were told that this was the alternative to them demolishing two other houses to connect the Canal Road to an Exit out of Harvey Heights Drive. So with the proposed flex lanes and now a proposed Exit off of I-215 UDOT is proposing the same fiasco that they created on 4700 west trying to exit out of Ream's, but in this case the people UDOT has chosen to sacrifice their rights are the residence that live in Harvey Heights and the Canal Road. I would hope with the minds and talents of the engineers we trust at UDOT they would NOT recreate the fiasco that happens that on 4700 west at peak traffic hours. Hoping for something better! Thank you	X				X	X			X					YES. The commenter questions the need for the project and how UDOT may justify the project when weighed against community and traffic operational impacts. These types of issues will be factored into the decisionmaking process UDOT will undertake throughout the NEPA process.
S057	Email	Living so close to 5400 S and I-215 in the Harvey Heights subdivision I do NOT want to have an off ramp/on ramp for the freeway at the exit of my neighborhood. I do NOT want the increased traffic due to a freeway ramp. I do NOT want added noise because of an freeway exit and entrance. I do NOT want my children to have to deal with that type of traffic or intersection as they begin to drive. Having to deal with a flex lane is going to be bad enough to enter or exit my neighborhood unless a light is added and adding lights, I feel, doesn't help alleviate traffic congestion! Thank you					X	X		X	X					YES. Traffic, noise and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into their neighborhood.
S058	Email	We live off of Harvey Heights which enters our neighborhood approximately 50 feet from the I-215 overpass that goes over 5400 South. An interchange at this location would clearly have an impact of our every day lives. Getting out of the subdivision is difficult enough without having additional traffic due to this new interchange. I strongly disagree with this proposal unless you can demonstrate that this interchange will lighten the traffic out of our subdivision.	X					X			X					YES. Impacts on community and on local circulation will be addressed in Phase II of the study.

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S059	Email	<p>As per your request, I would like to make some suggestions or alternatives to the on and off ramps proposed.</p> <p>Make 4700 south flex lanes as is proposed for 5400 south. At the corner of 2200 west and 5400 south, heading south, make a right turn lane so that those going straight don't stop those that want to turn right.</p> <p>On 4700 south and the corner of 2700 west, lengthen the left turn lane for those turning south. Increase the length of time for the left turn lane for those going south.</p> <p>I have lived on 5400 south and used to watch traffic. It has been my observation that a majority of the traffic comes from I-15. With the increased buisness that has come into the area. It has only increased the amount of traffic on 5400 south. Installing an on/off ramp at 5400 would only increase traffic flow on 5400 south. It would also slow the traffic by the installation of 2 more traffic lights.</p> <p>The idea of building homes further west and forcing those residents to use I-215 to commute, is in my opinion, not looking to the future. If you built a highway further west, and educated the commters to use that new highway. It would relieve congestion on I-15 and I-215.</p>		X												<p>The comment implies an alternative should be considered associated with expanding the local road network to eliminate the need for an I-215 interchange at 5400 South. The comment concerning home building to the west will be accounted for within the context of existing and future traffic modeling. As a lone issue, the control of where residential development occurs is outside the scope of this study, but will be considered within the context of a potential indirect impact.</p>
S060	Phone	<p>I'm gonna wanna know if ramp at 5400 S. (itself?) tonight. Thank you.</p>														YES.
S061	Email	<p>Where would the on and off ramps fall? I am very open to the ramp as it is desperately needed, but want to know if it would effect my property. My property is located at 5717 Quail Circle (2200 W). I think I am too close to the redwood ramp to be affected, I just want to make sure.</p>	X					X								<p>YES. At this time, it is not possible to say if ramps associated with a traffic interchange will be proposed as part of the study. Assuming the traffic analysis confirms a need to improved east-west and north-south connectivity (and reduced congestion because of limited connectivity), it is likely a traffic interchange will be one of several alternatives to address the traffic issue. It will be at that time, the project team can begin to communicate the possible impacts on adjacent properties that may occur from such a project. The potential for effects on property owners will be evaluated in Phase II of the study.</p>
S062	Email	<p>I live in the neighborhood off 5400 South and 2200 West. It is a bedroom community. Adding an I-215 interchange would greatly impact the safety of our neighborhood and children. It is NOT necessary to add an on/off ramp in this area when there is access within .07 of a mile on 4700 South and .03 mile on 6200 South. PLEASE do not disturb and displace my neighbors!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! NO TO A 5400 South I-215 Interchange.</p>	X				X	X								<p>YES. Traffic and pedestrian safety will be considered in the study. The comment implies that more traffic will be brought into their neighborhood. The comment reflects opposition to a traffic interchange at 5400 S.</p>

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S063	Email	With an interchange at 4700 South and also 6200 South, another interchange at 5400 doesn't seem to be the solution. I really wonder about the Flex Lanes, how are the people in the neighborhoods going to get out? Seems it is going to make everything that more congested?	X				X									The CFI intersections and Flex Lanes are considered a part of the baseline conditions to within the scope of the study. The comment questions the need for a I-215 traffic interchange at 5400 South. and further questions the local traffic patterns as altered by the Flex Lanes. The effects of Flex Lanes on local traffic operations is not part of this study scope.
S064	Email	<p>I believe it to be a bad idea to put on and off ramps in this area, a few reasons are,</p> <p>1. There is already on/off ramps on 5300 S. for I-15 which congests 5400 S.</p> <p>2. There are 2 other on/off ramps near by I-215 and Redwood Rd. and I-215 and 4700 S.</p> <p>3. I live in the neighborhood that would be directly be affected if there was an exit on 5400 S. because of how I-215 bends around the back of the neighborhood it essentially encloses the neighborhood and there are no through streets and the concern would be traffic coming though the neighborhood to get to 6200 S. faster, people would find themselves speeding through the neighborhood with only 4 ways out, all of which are on 5400 S.</p> <p>Most of the people who get off the freeway in the evening head west, one idea would be I've had is to create a 2 lane viaduct from southbound I-215 that bends west eventually connecting to 6200 S. and 6200 S. should be widened.</p> <p>Another idea is to put just one off ramp in from I-215 Southbound and 5400 S. and all traffic that comes off that ramp is forced to head west.</p>		X			X	X			X					YES. The comment questions how an interchange at 5400 South and I-215 would work with improvements underway and suggests traffic performance and community impacts should be assessed after current improvements underway are completed and operating. Comment also implies that an alternative should be considered to add a half interchange.
S065	Email	What is being studied about the traffic flow after we have 5400 South traffic working and going west past Bangerter towards Kearns with only two lanes? Won't that put a cork into the traffic flow?					X									The current study area excludes assessment of traffic performance along Bangerter Highway and the study focuses on the past identified traffic problem associated with the congestion caused by the limited east-west to north-south connections along I-215. If the traffic study underway reveals the study area should be expanded to include Bangerter Highway, the project team may opt to expand the scope of the study.

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S066	Email	<p>I have a number of concerns regarding a proposed on/off ramp at 5400 S & I-215. We live in Harvey Heights subdivision.</p> <ul style="list-style-type: none">- we have only one entrance in and out of our subdivison. adding an interchange here would severely impact and limit access to our neighborhood.- safety for pedstrian and car traffic is also a concern with the increased traffic of an on/off ramp.- what right of way (remove existing homes) must be obtained to make this work.- will this be a four way on/off or just two way on/off- what proposals are being considered at this point- What is the time frame for the study					X	X								<p>YES. Comment implies displacements and unsafe condition for pedestrians. As to the comments pertaining to right-of-way needs and full vs. half interchange, the study process is not far enough along to be able to respond at this time. The traffic analysis and consideration of various alternatives will play a role in responding to the questions. As to schedule, the study is planned in two phases with the first phase being completed towards the end of 2010. No time schedule has been assigned to the second study phase. But it is at the end of the first phase that UDOT can begin to provide some preliminary answers to questions associated with right-of-way.</p>
S067	Email	<p>I am commenting to let you know that I am opposed to putting in I-215 access on 5400. The public meeting stated that the problem is east/west travel. I agree. The offramps were proposed as ways to reduce stress to 4700 S and 6200 South. If 5400 was not already as busy as 4700 S or 6200 S, this might make sense. However, 5400 is already as busy as the two other roads. Offramps would simply increase the already heavy traffic on 5400. You also stated that Bangerter is a key part of the problem. Building overpasses at Bangerter would seem to be a better answer. What we really need is an East/West highway similar to I-80 somewhere out here. If it was decided that 5400 South would be converted into an I-280 (or equivelant), then connections to I-215 would make sense. I believe anything less will only make the situation worse.</p>		X			X				X					<p>YES. The comment reflects opposition to a traffic interchange at 5400 South. and introduces two alternatives to an I-215 interchange at 5400 South. These are overpasses at Bangeter Highway and an east-west highway on new alignment (or a redesignation of 5400 South to regional freeway) to alleviate traffic pressures on the local system.</p>

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S068	Letter	<p>Dear Ms. Powers:</p> <p>The Utah Department of Environmental Quality, Division of Environmental Response and Remediation (DERR) has received your request of April 2010, for input regarding the above referenced project.</p> <p>We encourage you to review the DERR interactive map, as one source of data, prior to drafting the Environmental Impact Statement to ensure you are informed of potential contamination. The interactive map is located at: http://dagrc.utah.gov/deq/. You are also encouraged to speak to the Division of Solid and Hazardous Waste at 801-536-0200 and the Division of Water Quality at 801-536-4300.</p> <p>It is possible that future construction activities associated with this project will encounter hazardous substances. These materials must be managed and disposed of properly. If impacted materials are encountered during construction, please notify the DERR.</p> <p>If you have any questions regarding this project, please feel free to contact me at 801-536-4219.</p> <p>Sincerely,</p> <p>David Bird, Environmental Engineer Division of Environmental Response and Remediation</p> <p>DGB/eds</p> <p>cc: Gary L. Edwards, M.S., Director, Salt Lake Valley Health Department Brandon Weston, UDOT</p>												X		Yes. The comment requests action to ensure that study team is informed about potential contamination.

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S069	Letter	<p>Dear Mr. Christian:</p> <p>In accordance with the responsibilities under the National Environment Policy Act (NEPA) and Section 309 of the Clean Air Act, the United States Environmental Protection Agency's (EPA) Region 8 office is providing scoping comments as a participating agency for I-215; 5400 South Mobility Study Improvement Environmental Impact Statement. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville, Utah. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south.</p> <p>On April 20, 2010, EPA attended the Monthly Team Conference Call for this project. A Phase 1 Scoping Traffic Analysis is currently underway to validate if transportation problems identified in the past still exist. Impacts to air quality, wetlands, growth and cumulative impacts were discussed as key issues. EPA has focused in on air quality impacts, conformity analysis and greenhouse gases for the purposes of this scoping letter review (see attached). As additional information becomes available, we will review and comment. If you have any questions, please feel free to call me, or you may call Robin Coursen of my staff at (303) 312-6695.</p> <p>Sincerely,</p> <p>Larry Svoboda, Director NEPA Compliance and Review Program Office of Ecosystems Protection and Remediation</p> <p>*SEE THE REST OF THIS LETTER IN APPENDIX A*</p>							X							Yes. The comment outlines possible air impacts.